

City of Des Moines

2007 Intergovernmental Policies and Positions

A. General Policies

1. Any new, law, regulation, or requirement from the county, state, or federal levels should be matched with ongoing secure sources of revenue sufficient to fund the mandate.
2. Decisions affecting Des Moines are best made at the local level. Therefore, county, state and federal legislation or mandates should not erode or curtail local authority.
3. The City opposes any federal, state or regional actions which reduce the fiscal capacity of the City to provide services to its citizens.

B. Intergovernmental Positions

1. Metropolitan King County
 - a. The City supports continued King County funding of regional human service needs from current or future county revenues. Des Moines should remain a provider of local human services.
 - b. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.
 - c. King County Metro should provide the following transit services to Des Moines residents.
 - (1) Existing routes
 - (2) Metro should restore service lost to cutbacks in 2000.
 - (3) Provide looped service to the Woodmont and Redondo areas of Des Moines.
 - (4) Provide Dial-a-Ride service to the citizens of Des Moines.
 - (5) Continue to fund the Access transit program.

- (6) Institute the planned rapid transit route along Pacific Highway S. to and from the Tukwila Sounder rail station.
 - (7) Continue to fund the Senior Services Des Moines/Normandy Park Shuttle
 - d. The City will participate in the WRIA9 water quality improvement process. Any changes in or new sources of revenue from Des Moines residents to support projects should be subject to City Council review and authorization.
 - e. The City of Des Moines supports other suburban cities in their negotiations to have King County fund infrastructure improvements in unincorporated areas prior to annexation. New unincorporated developments should provide urban level improvements such as adequate right-of-way, curb, gutter, underground utilities, etc.
 - f. The City supports re-initiation of 24-hour booking at the Regional Detention Center in Kent.
 - g. The City opposes re-initiation and expansion of fill mining on Maury Island.
 - h. King County should respect previous agreements regarding regional governance.
2. State of Washington
- a. Des Moines supports additional funding for the planning acquisition, restoration and development of recreational and boating facilities and wildlife habitat.
 - b. The City supports additional state funding for local criminal justice needs and training.
 - c. Des Moines supports added state funding to meet local and regional transportation maintenance and capacity needs.
 - d. The City supports the restoration of historic levels of Public Works Trust Fund and Transportation Improvement Board funds for local government infrastructure projects.
 - e. Any electric utility deregulation should not result in increases for local rate payers and should provide for consumer aggregation options for bulk purchases. (This policy also applies at the federal level.)

- f. The City supports tort reform that reduces municipal liability and exposures.
- g. The City opposes legislation that preempts local zoning control.
- h. Des Moines supports legislation that treats City leases of DNR aquatic lands equal to Port leases.
- i. The City opposes personnel and labor relations legislation which diminishes its management rights or mandates additional unfunded programs and benefits. (This policy also applies at the federal level.) Des Moines supports legislation providing civil immunity from reference checks.
- j. The City supports continued improvements to high speed passenger rail travel from Portland to Vancouver, B.C. to reduce dependence on planes and automobiles.
- k. The City supports legislation which would abolish the 1889-1890 right-of-way vacation by operation of law statutes.
- l. The City supports legislation returning to Des Moines at no cost and with no conditions any portions of the SR-509 right-of-way not used for traffic improvements.
- m. The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport. (This policy also applies at regional and federal levels.)
- n. The City opposes any legislation which reduces the authority of cities to annex territory.
- o. The City opposes legislation which reduces the authority of cities to assume special purpose districts.
- p. The City supports legislation that requires either sponsors of essential public facilities or jurisdictions in which EPF's are located to fully mitigate environmental, social, and economic impacts of the EPF in neighboring impacted jurisdictions.
- q. The City opposes legislation that would reduce municipal control over city streets and rights-of-way.
- r. The City supports legislation to provide cities with permanent full replacement revenues to offset State funding lost due to I-695.

- s. The City supports legislation to elect Port commissioners by district.
- t. The City opposes mandatory requirements for affordable housing, housing growth, and residential density targets.
- u. The City supports legislation clarifying the right of cities to exercise use and zoning powers with respect to gambling activities, including the power to adopt moratoria, interim zoning controls, and prohibit gambling activities.
- v. The City supports legislation or regulation requiring the covering of loads for vehicles hauling dirt, rock, sand, and gravel.
- w. The City supports legislation to increase the local share of municipal court fines and forfeits.
- x. The City supports legislation to allocate surplus LEOFF I pension funds to local government to assist in meeting LEOFF I medical and long term care obligations.
- y. Des Moines supports full state funding for Shoreline Management Plan updates.
- z. The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.
- aa. The City supports legislation and legal appeals that overrule recent Washington Utilities and Transportation Commission decisions regarding city rights-of-way and Puget Sound Energy. Cities should not be required to purchase private easements for utilities and current rules regarding utility relocates and undergrounding should be maintained.
- bb. The City supports Streamlined Sales Tax legislation with full mitigation to those cities negatively affected by a change to the sourcing rule.
- cc. The City supports retention of full local authority to operate municipal courts. Additionally, the City supports the position that cities may contract with another city to provide municipal court services and opposes legislation that would erode or eliminate this ability.

- dd. The City opposes legislation mandating that all municipal court judges be elected and supports the current law that requires election of judges who work more than 35 hours per week.
3. Federal
- a. Utility deregulation – see Policy B.2.e.
 - b. Airport – see Policy B.2.m.
 - c. Personnel – see Policy B.2.i.
 - d. The City supports continued Community Development Block Grant funding.
 - e. The City opposes legislation that nationalizes cable television and telecommunications franchising, reduces or eliminates cities' ability to manage their rights-of-way, or reduces or eliminates cities' ability to impose franchise fees and utility taxes.
 - f. The City supports increasing federal funding of emergency preparedness for local first responders
4. Interjurisdictional and Regional
- a. The City supports the feasibility study of a Puget Sound Waterborne Passenger Transportation System to be integrated with other transportation systems to provide seamless intermodal transitions between bus, light rail, train and airport connections and, to include a ferry dock serving South King County located at the Des Moines Marina.
 - b. The City supports a balanced Regional Transportation Improvement District (RTID)/Sound Transit Phase 2 (ST2) package that provides geographic investment sub-area equity throughout the 4-county region.
 - c. The City supports a phased approach to the extension of SR-509. Phase I should guarantee completion of the route from I-5 to SR509 and include the following features: the I-5 collector/distributor lanes, a grade-separated interchange at South 200th Street, the planned South Access with interchange to SeaTac International Airport, and provisions for 24th/28th Avenues to continue uninterrupted beneath or over SR-509.

- d. The City supports completion of the higher speed south access route from the SR-509 extension to the south end of the airport during Phase I of the project, to be funded by the Port of Seattle.
- e. The City supports the construction of the 28th-24th arterial as a separate business access roadway and opposes any interim use of this route for airport south access.
- f. Des Moines supports the development and implementation of a comprehensive regional and state Emergency Management, Response, and Communication System.
- g. The City supports efforts to reduce King County jail costs and/or to obtain lower cost jail services either from other providers (e.g. Auburn, Fife, Benton County, etc) or through a cooperative agreement with other King County cities to build a jail facility using the ValleyCom structure or similar model.
- h. The City supports straightening the Kent-Des Moines boundary on Highway 99 south of Kent-Des Moines Road so that Highway 99 would be the dividing boundary between the two cities.
- i. The City generally supports local, state, and regional efforts to proactively improve salmon habitat to avoid imposition of more restrictive and less flexible federal standards.
- j. The City supports and encourages local water districts to engage in regional and local efforts to ensure adequate future water through conservation and development of new supplies.
- k. The City supports completion of Sound Transit to Tacoma. Phase II should be routed along I-5 adjacent to Des Moines with minimal disruption to Pacific Ridge and should extend at least to Fife.
- l. The City supports retention of local control over its roads.
- m. The City supports interlocal agreements with its neighboring cities to coordinate the collection of traffic impact fees and imposition of appropriate environmental mitigation for development projects near our respective boundaries.

- n. The City supports continued coordination with utility and other special districts to plan for capital improvements within the City limits.

Adopted by the
Des Moines City Council
At an open public meeting
January 4, 2007